

# FOR THE EXPERTS PICK COLUMBIA AS A WINNER.

Journal Nautical Commission Passes on the Merits of the Two Contenders for the America Cup.

Only Six Out of Twenty-nine Favor Shamrock's Chances, While Nine Others Say They Are Still in Doubt.

Experts See the Challenger Try for a Time Record on the Cup Course—Attempt Given Up Owing to Lack of Wind.

**T**HE Journal's nautical commission, composed of forty experts, cleared the trial of the Shamrock yesterday from a Journal tug.

Nine were doubtful, but of the others a large majority, fourteen to six, declared in favor of Columbia.

Shamrock's trial yesterday was a failure, owing to lack of wind.

## JOURNAL EXPERTS PICK COLUMBIA.

**T**HE Journal commission of nautical experts, after viewing Shamrock's trial yesterday expressed opinions as to the result of the races for the America's Cup. They were found to be divided as follows:

Columbia to win.....12  
Shamrock to win.....4  
Columbia in light weather 2  
Shamrock in heavy weather 2  
Doubtful.....9

## THE BETTING.

The New York Yacht Club will take \$25,000 at even money on Columbia.

An investment company in Broadway has \$60,000 to offer on Columbia.

Two Shamrock admirers post \$2,000 against \$5,000.

Another Shamrock man offers \$6,000 against \$10,000 on his favorite.

## SHAMROCK VIEWED BY FORTY EXPERTS.

Sir Thomas Lipton Boards the Journal Tug and Addresses the Nautical Commission.

**CAPTAIN M. EDWARDS**, of the full-rigged ship Florence Shaw—I like the Shamrock. She will be a bothersome boat. To-day she acted well. She displayed wonderful canvas. The race will not be one-sided.

**CAPTAIN WILLIAM GUTHRIE**, commander of the three-masted schooner named after the late John Guthrie, of Robert Snyder, the only secret now is, what has the Shamrock got on her bottom? She acts like a wonder. I don't believe she is much better than the Britannia. This being so, the safety of the cup is assured. If, however, we have a fifteen knot breeze, I believe the Shamrock will win.

**CAPTAIN J. E. HOUGHTON**, of Houghton & Miller—Liked the way Shamrock stood up to the wind. I was not impressed, however, with the way Shamrock's sails were handled by her crew. Her topmast is the handsomest I have ever seen. I do not think Shamrock will win.

**CAPTAIN H. P. SMITH**, late commander of the schooner, Viola Reppert—From the appearance of the Shamrock to-day, as seen from the Journal boat, it is evident to me that Shamrock will prove a wonder in heavy weather. Nevertheless, I think that Columbia will win.

**CAPTAIN O. O. COLE**, of the schooner, and she will be respected by her adversary. She is quick and remarkably stiff. In a light breeze Shamrock will prove her best strength lies in heavy weather.

**CAPTAIN WILLIAM STALTS**, of the yacht named after the late William Stalts, of New York—The Shamrock is as great as his boat. I have a presentiment, but I hope it will not be realized, that Shamrock will win.

**CAPTAIN JOHN DAMERS**, yacht owner and broker—Shamrock's crew need training. Her chief topmast was taken in yesterday in a manner that some would characterize as slovenly. Shamrock has every good chance to win if the wind is stiff.

**CAPTAIN H. P. SMITH**, late commander of the schooner, Viola Reppert—From the appearance of the Shamrock to-day, as seen from the Journal boat, it is evident to me that Shamrock will prove a wonder in heavy weather. Nevertheless, I think that Columbia will win.

**CAPTAIN O. O. COLE**, of the schooner, and she will be respected by her adversary. She is quick and remarkably stiff. In a light breeze Shamrock will prove her best strength lies in heavy weather.

**CAPTAIN WILLIAM STALTS**, of the yacht named after the late William Stalts, of New York—The Shamrock is as great as his boat. I have a presentiment, but I hope it will not be realized, that Shamrock will win.

**CAPTAIN JOHN DAMERS**, yacht owner and broker—Shamrock's crew need training. Her chief topmast was taken in yesterday in a manner that some would characterize as slovenly. Shamrock has every good chance to win if the wind is stiff.

**CAPTAIN H. P. SMITH**, late commander of the schooner, Viola Reppert—From the appearance of the Shamrock to-day, as seen from the Journal boat, it is evident to me that Shamrock will prove a wonder in heavy weather. Nevertheless, I think that Columbia will win.

**CAPTAIN O. O. COLE**, of the schooner, and she will be respected by her adversary. She is quick and remarkably stiff. In a light breeze Shamrock will prove her best strength lies in heavy weather.

**CAPTAIN WILLIAM STALTS**, of the yacht named after the late William Stalts, of New York—The Shamrock is as great as his boat. I have a presentiment, but I hope it will not be realized, that Shamrock will win.

**CAPTAIN JOHN DAMERS**, yacht owner and broker—Shamrock's crew need training. Her chief topmast was taken in yesterday in a manner that some would characterize as slovenly. Shamrock has every good chance to win if the wind is stiff.

**CAPTAIN H. P. SMITH**, late commander of the schooner, Viola Reppert—From the appearance of the Shamrock to-day, as seen from the Journal boat, it is evident to me that Shamrock will prove a wonder in heavy weather. Nevertheless, I think that Columbia will win.

**CAPTAIN O. O. COLE**, of the schooner, and she will be respected by her adversary. She is quick and remarkably stiff. In a light breeze Shamrock will prove her best strength lies in heavy weather.

**CAPTAIN WILLIAM STALTS**, of the yacht named after the late William Stalts, of New York—The Shamrock is as great as his boat. I have a presentiment, but I hope it will not be realized, that Shamrock will win.

**CAPTAIN JOHN DAMERS**, yacht owner and broker—Shamrock's crew need training. Her chief topmast was taken in yesterday in a manner that some would characterize as slovenly. Shamrock has every good chance to win if the wind is stiff.

**CAPTAIN H. P. SMITH**, late commander of the schooner, Viola Reppert—From the appearance of the Shamrock to-day, as seen from the Journal boat, it is evident to me that Shamrock will prove a wonder in heavy weather. Nevertheless, I think that Columbia will win.

**CAPTAIN O. O. COLE**, of the schooner, and she will be respected by her adversary. She is quick and remarkably stiff. In a light breeze Shamrock will prove her best strength lies in heavy weather.

**CAPTAIN WILLIAM STALTS**, of the yacht named after the late William Stalts, of New York—The Shamrock is as great as his boat. I have a presentiment, but I hope it will not be realized, that Shamrock will win.

**CAPTAIN JOHN DAMERS**, yacht owner and broker—Shamrock's crew need training. Her chief topmast was taken in yesterday in a manner that some would characterize as slovenly. Shamrock has every good chance to win if the wind is stiff.

## Shamrock, with All Sail Set, Before the Wind.

The challenger tried to make a time record over the America's Cup course yesterday, but gave it up owing to the lack of wind. The above picture shows her as she started on a reach on the first leg of the course.

fifteen seconds she can shift about with sails and lines in proper position. I think it will be a very even race. **CAPTAIN GEORGE RODER**, retired deep sea skipper and member of Maritime Exchange—The Shamrock is a wonderful boat and the finest ever sent over to compete for the cup. In a heavy breeze she would stand an excellent chance of winning. I have not the slightest doubt that if such a man as Captain Hank Haff were put in charge of her she would take the cup. She turns the quickest in stays that I have ever seen any boat.

**CAPTAIN FREDERICK H. WILLS**, retired Shamrock will be hard to beat. She is quick in stays and shows marked power and ability.

**CAPTAIN JOHN DAMERS**, yacht owner and broker—Shamrock is a revelation. She showed to-day that she will be stiff in a breeze. That is her wonderful spread of sail she is a great deal better than I have ever seen any boat.

**GEORGE S. SCOTT**, member of the Produce Exchange and a yacht owner—Shamrock is a revelation. She showed to-day that she will be stiff in a breeze. That is her wonderful spread of sail she is a great deal better than I have ever seen any boat.

**CHARLES H. VOORHEES**, yacht owner—I do not think Shamrock will win, despite her evident power. She is certainly the fastest boat ever sent over, but there is a Columbia.

**L. C. SCHAFFNER**, yacht owner—The Shamrock as viewed to-day from the Journal boat is a marvelous craft. Under her wonderful spread of sail she stood as stiff as a church, but Columbia will beat her.

**CAPTAIN THOMAS M'GRATH**, of Philadelphia—I have seen the Columbia in her trials. To-day, through the courtesy of the Journal, I saw the Shamrock. I am impressed with the idea that Columbia must indeed be a wonderful boat to defeat Shamrock.

**CAPTAIN WILLIAM STALTS**, of the yacht named after the late William Stalts, of New York—The Shamrock is as great as his boat. I have a presentiment, but I hope it will not be realized, that Shamrock will win.

**CAPTAIN JOHN DAMERS**, yacht owner and broker—Shamrock's crew need training. Her chief topmast was taken in yesterday in a manner that some would characterize as slovenly. Shamrock has every good chance to win if the wind is stiff.

**CAPTAIN H. P. SMITH**, late commander of the schooner, Viola Reppert—From the appearance of the Shamrock to-day, as seen from the Journal boat, it is evident to me that Shamrock will prove a wonder in heavy weather. Nevertheless, I think that Columbia will win.

**CAPTAIN O. O. COLE**, of the schooner, and she will be respected by her adversary. She is quick and remarkably stiff. In a light breeze Shamrock will prove her best strength lies in heavy weather.

**CAPTAIN WILLIAM STALTS**, of the yacht named after the late William Stalts, of New York—The Shamrock is as great as his boat. I have a presentiment, but I hope it will not be realized, that Shamrock will win.

**CAPTAIN JOHN DAMERS**, yacht owner and broker—Shamrock's crew need training. Her chief topmast was taken in yesterday in a manner that some would characterize as slovenly. Shamrock has every good chance to win if the wind is stiff.

**CAPTAIN H. P. SMITH**, late commander of the schooner, Viola Reppert—From the appearance of the Shamrock to-day, as seen from the Journal boat, it is evident to me that Shamrock will prove a wonder in heavy weather. Nevertheless, I think that Columbia will win.

**CAPTAIN O. O. COLE**, of the schooner, and she will be respected by her adversary. She is quick and remarkably stiff. In a light breeze Shamrock will prove her best strength lies in heavy weather.

**CAPTAIN WILLIAM STALTS**, of the yacht named after the late William Stalts, of New York—The Shamrock is as great as his boat. I have a presentiment, but I hope it will not be realized, that Shamrock will win.

**CAPTAIN JOHN DAMERS**, yacht owner and broker—Shamrock's crew need training. Her chief topmast was taken in yesterday in a manner that some would characterize as slovenly. Shamrock has every good chance to win if the wind is stiff.

**CAPTAIN H. P. SMITH**, late commander of the schooner, Viola Reppert—From the appearance of the Shamrock to-day, as seen from the Journal boat, it is evident to me that Shamrock will prove a wonder in heavy weather. Nevertheless, I think that Columbia will win.

**CAPTAIN O. O. COLE**, of the schooner, and she will be respected by her adversary. She is quick and remarkably stiff. In a light breeze Shamrock will prove her best strength lies in heavy weather.

**CAPTAIN WILLIAM STALTS**, of the yacht named after the late William Stalts, of New York—The Shamrock is as great as his boat. I have a presentiment, but I hope it will not be realized, that Shamrock will win.

**CAPTAIN JOHN DAMERS**, yacht owner and broker—Shamrock's crew need training. Her chief topmast was taken in yesterday in a manner that some would characterize as slovenly. Shamrock has every good chance to win if the wind is stiff.

**CAPTAIN H. P. SMITH**, late commander of the schooner, Viola Reppert—From the appearance of the Shamrock to-day, as seen from the Journal boat, it is evident to me that Shamrock will prove a wonder in heavy weather. Nevertheless, I think that Columbia will win.

**CAPTAIN O. O. COLE**, of the schooner, and she will be respected by her adversary. She is quick and remarkably stiff. In a light breeze Shamrock will prove her best strength lies in heavy weather.

**CAPTAIN WILLIAM STALTS**, of the yacht named after the late William Stalts, of New York—The Shamrock is as great as his boat. I have a presentiment, but I hope it will not be realized, that Shamrock will win.

**CAPTAIN JOHN DAMERS**, yacht owner and broker—Shamrock's crew need training. Her chief topmast was taken in yesterday in a manner that some would characterize as slovenly. Shamrock has every good chance to win if the wind is stiff.

**CAPTAIN H. P. SMITH**, late commander of the schooner, Viola Reppert—From the appearance of the Shamrock to-day, as seen from the Journal boat, it is evident to me that Shamrock will prove a wonder in heavy weather. Nevertheless, I think that Columbia will win.

**CAPTAIN O. O. COLE**, of the schooner, and she will be respected by her adversary. She is quick and remarkably stiff. In a light breeze Shamrock will prove her best strength lies in heavy weather.

**CAPTAIN WILLIAM STALTS**, of the yacht named after the late William Stalts, of New York—The Shamrock is as great as his boat. I have a presentiment, but I hope it will not be realized, that Shamrock will win.

**CAPTAIN JOHN DAMERS**, yacht owner and broker—Shamrock's crew need training. Her chief topmast was taken in yesterday in a manner that some would characterize as slovenly. Shamrock has every good chance to win if the wind is stiff.

**CAPTAIN H. P. SMITH**, late commander of the schooner, Viola Reppert—From the appearance of the Shamrock to-day, as seen from the Journal boat, it is evident to me that Shamrock will prove a wonder in heavy weather. Nevertheless, I think that Columbia will win.

**CAPTAIN O. O. COLE**, of the schooner, and she will be respected by her adversary. She is quick and remarkably stiff. In a light breeze Shamrock will prove her best strength lies in heavy weather.

## SHAMROCK WILLING, BUT WIND WONT WOOD

Challenger Tries for a Time Record on the America Course.

BIG YACHT BECALMED.

Her Sails Hang Idly in Still Air and Sir Thomas Gives Up the Attempt.

**S**HAMROCK started out early yesterday on what was intended to be an actual test of what she could do around the America's Cup course.

The tug Lawrence was sent off to the southward to act as a stake boat. The yacht Erin was to be another angle, and the Scotch lightship the third.

The Lawrence carefully logged ten miles, and at half-past 12 o'clock the Erin gave two toots as the signal for the start. Forty seconds later Shamrock crossed the line and began her race against time.

There was little wind, and what there was came from west-northwest. There was, however, a haze to the north, and it looked as if a squall was imminent. So, with this promise of wind, Shamrock, stupendous by her record-breaking spinnaker, her balloon jib and Rutter's greatest achievement, the club topmast, that in cut and fit is simply unapproachable, started.

The breeze turned out to be merely a mild shower of rain, and the wind fell dead. The ocean became like a mirror, and in the midst of it, a picture of beauty in distress, stood the Shamrock. Her spinnaker, without wind to fill it, hung like a bag.

**Shamrock Tries Another Tack.** Still she did not give it up. After half an hour she took in the spinnaker, jibed, took in the balloon jib and tried it with staysail and jib topmast. In this trim she moved sluggishly.

When the bridge of the Erin stood Sir Thomas Lipton and with him Fife, the yacht's designer, whose interest in her creation is so absorbing that from dawn to dusk he barely takes his eyes off her. There is no relaxation for Fife. The other two sometimes think and talk of other things, but the designer has no time that he can spare from his idol.

It was now evident that there was to be no wind, and the trial was abandoned. Erin rushed away to the southward to relieve the Lawrence, and the trial was over for the day.

When the Shamrock fleet assembled in the Horseshoe late in the afternoon Sir Thomas, after visiting the Journal's special boat with the visiting experts aboard, came to the newspaper tug Jack Dryden to chat about Shamrock.

While he was there a boat came alongside in which were two soldiers from the Sandy Hook station, who had rowed out to get a sight of Sir Thomas. They were invited on board and talked about barracks with the Shamrock's owner. He told them he had been granted permission to get supplies at the post canteen and over-whelmed them with his gratification at this latest courtesy.

**Sir Thomas Is Grateful.** "There hasn't been a soul," protested Sir Thomas, "who has had the chance who hasn't done me some kindnesses. How can a man repay such an ocean of favors?"

The keeper of the life-saving station also came alongside, and Sir Thomas took the three along his launch and carried them to his yacht to personally conduct them all over the beautiful and luxurious floating home.

While Sir Thomas Lipton was on the tug somebody said to him: "It will be a sore disappointment to you, Sir Thomas, if, after all you have done, you fall to win."

"Yes," said Lipton, "it would be a disappointment, but it would be a greater one to Fife. That man has simply put his whole heart into Shamrock. For a solid twelvemonth he has given his time to this boat exclusively. A man never worked harder and I'll tell you another thing, no man ever appreciated the genius of another more than Fife appreciates that of Herreshoff."

To-day the Shamrock will not sail. On Sunday she will also be still in the water, but Sir Thomas promises that, the weather permitting, she will have a good trial on Monday.

**Bursting Steam Pipe Scalds Three.** Cincinnati, Sept. 8.—On a trip up the river on the steamer Hudson, with members of the Waterworks Commission on board, a steam pipe burst to-night and scalded Secretary Jerry O'Shaughnessy, President Cook and Treasurer Rowe. The injuries of the last two were slight, while those of Secretary O'Shaughnessy are the most severe.

**Letter to His Wife Betrayed Him.** Pittsburg, Pa., Sept. 8.—Pittsburg, wanted in Chicago on a charge of killing a man on August 30, was arrested at Homestead, Pa., to-day. Taylor was located at Homestead through an intercepted letter sent to his wife at Chicago.

**A School Directory.** Illustrated Magazine free with to-morrow's Brooklyn Eagle. Price 8 cents.

## 66665 WILL PAPER CISSIE LOFTUS GOES ON STRIKE. CONVICTION OF CARTER.

Attorney-General Said to Have Found All the Charges Sustained by Evidence Taken at the Court-Martial.

The President, However, Is Likely to Strike Out the Conspiracy Finding and So Save Carter from Prison.

Gaynor Company Secures a New Contract from the Man Alger Put in the Place of Gillette, Accuser of Carter.

Washington, Sept. 8.—The Journal correspondent is informed by the most credible authority that Attorney-General Griggs has decided to recommend to the President that the verdict of the Carter court-martial be sustained. After the most careful inquiry, he has come to the conclusion that the verdict is entirely warranted by the evidence.

This decision is reported by a very high official, notwithstanding the fact that Mr. Griggs has agreed to hear Wayne MacVeach further in the case. This hearing, it is understood, is merely a courtesy to Mr. MacVeach, who requested the privilege of making an oral argument.

There is nevertheless substantial basis for the statement that the verdict may be modified by the President to the extent of striking out the finding that a conspiracy was proved. With the conspiracy charge eliminated, the next step of the President would be to remit that part of the sentence which provides for the imprisonment of Captain Carter.

With this part of the sentence disapproved, the sentence of the court-martial would be the dismissal from the army stands, and that carries with it the publication of Captain Carter's disgrace at his home.

The justification to be pleaded by the President for remitting the imprisonment feature of the sentence will be found in the argument of ex-Senator Edmunds. Senator Edmunds held that certain letters of Captain Carter were introduced improperly before the court-martial, and that being so, the conspiracy charge, which was the basis of the conviction of Carter on all the other charges.

No feature of the proceedings not yet disposed of is the affidavit of Attorney Blair. It was stated here to-day that this affidavit was long since filed with the President, and that in all probability the records will show an affidavit by Captain Carter in corroboration of Attorney Blair's affidavit.

The breeze turned out to be merely a mild shower of rain, and the wind fell dead. The ocean became like a mirror, and in the midst of it, a picture of beauty in distress, stood the Shamrock. Her spinnaker, without wind to fill it, hung like a bag.

The exclusive story of the Journal that Secretary Root has been told a few weeks ago by the War Department, that the contract for the improvement of the mouth of the St. Johns River, was entered into between Gaynor and Captain Carter, is still acting, of course, for the War Department. This contract was made since Mr. Root became Secretary of War.

**M'KINLEY DECLARES HE WILL UPHOLD EVANS.** Victim of the Pension Commissioner's Injustice May Make Trouble in Ohio.

Washington, Sept. 8.—Despite the strong protest against Pension Commissioner H. Clay Evans, voiced by the G. A. R. in Philadelphia, the President today told a delegation of Indiana veterans who called on him that he intends to stand by Evans to the end. The Indiana veterans told Mr. McKinley that they had come to see him to express confidence in the Pension Commissioner.

Nevertheless, it is certain that a powerful element of the G. A. R. is irrevocably opposed to Evans. An Ohio veteran, David Oberly, was exhibited at the G. A. R. encampment in Philadelphia as a sample of Evans's rulings in the pension office.

"Yes," said Lipton, "it would be a disappointment, but it would be a greater one to Fife. That man has simply put his whole heart into Shamrock. For a solid twelvemonth he has given his time to this boat exclusively. A man never worked harder and I'll tell you another thing, no man ever appreciated the genius of another more than Fife appreciates that of Herreshoff."

To-day the Shamrock will not sail. On Sunday she will also be still in the water, but Sir Thomas promises that, the weather permitting, she will have a good trial on Monday.

**Great Decrease of Crime.** Magistrate Duval, in the West Side Court, yesterday, commented on the recent remarkable decrease of crime in this city. "There were 10,000 less cases in 1898 than the year before," he said. "I expect that the figure will be maintained, and I attribute it to the prevailing prosperity."

**Boy Killed at Sham Battle.** Columbus, Ohio, Sept. 8.—In the battle in the spectacle "The Battle of San Juan," at the State Fair Grounds, last night, Charles Krag, ten years old, a spectator, was killed. Krag, son of a private of Company F, Fourth Ohio, engaged in the sham battle, was mortally wounded, and Max Gugenheim, a spectator, was seriously wounded.

**Homer Davenport, the famous cartoonist of the Journal, who has been at Rennes during the Dreyfus trial, will arrive in New York to-day on the steamship New York.** He brings with him many sketches made in the courtroom, and the Journal to-morrow (Sunday) will be replete with them.

# 66665 WILL PAPER CISSIE LOFTUS GOES ON STRIKE. CONVICTION OF CARTER.



Cissie Loftus, & Who Is on Strike.

The actress has declined to take her part in "The Whirligig" at Weber & Fields's, and has forced the management to postpone the initial production of the play. It is hinted that she is to wed a Chicago millionaire, and hence her strike. Another rumor says it is due to jealousy because Lillian Russell has a "fatter" part than hers.

**She Refuses to Play Her Part in "The Whirligig" and Stamps Her Foot.**

"I won't play in 'The Whirligig,'" said Miss Cissy Loftus to Manager Pinover, of Weber & Fields's, yesterday, as she handed back her part and stamped her foot.

"Why not?" he demanded, in surprise, for Miss Loftus's name is in big letters on the posters, and she is one of the principal features of the play.

"Because I will not," she replied, and that was all they could get out of her. The two theories were advanced to explain her attitude. One was that she is going to marry a Chicago millionaire and means to retire from the stage, and the other was that she is jealous of Lillian Russell, whose name is billed in "The Whirligig" advertisement in letters several times larger than those which announce the existence of Miss Loftus.

But when an actress stamps her foot and repudiates a contract, what can a mere manager do beyond tearing his hair and grinding his teeth?

"She says her part is unsatisfactory," said the manager, "when, as a matter of fact, it is what we call a 'fat' role. It was especially written to suit her peculiar talents. We even had a song composed for her called 'The Foster Girl,' which embodied her regular vaudeville act."

"When she refused to play, Weber & Fields offered to have her part re-written and 'fattened' to suit her fancy, and volunteered to provide her with a twenty-minute skit on Miss Hobbs, which would give her a chance to mimic Miss Annie Russell. But Miss Loftus wouldn't even read it. She just banged it down on the desk and said she wouldn't play, and that ended it."

"She is treating us unfairly. She has had the part for three weeks and has been rehearsing it all that time. It's strange she didn't find out before that it is unsuitable to her. Her tardiness will delay the production of the play. It cannot begin until September 21. The contract of Weber & Fields with Miss Loftus is for two years, and its terms are iron-clad. They can prevent her from acting elsewhere for one year after their opening, and for the second year they can prohibit her from acting on the stage in this country. The case has been put in the hands of an attorney and will be fought to the end."

Further efforts will be made to-day to induce Miss Loftus to change her mind, but at last accounts she was still stamping and pointing and Mr. Pinover was still tearing out what was left of his hair.

## BULL'S EYE TO TIE; HE CAN'T READ, DICKEY MADE IT.

His Shot Won the Interstate Rifle Match for the Columbias.

The interstate military rifle match at Sea Girt, N. J., yesterday had a sensational finish in which the honors were carried off by the District of Columbia team.

Dickey, of the Columbias, was the last man to shoot. Georgia had finished with a total for both ranges of 1,000. Dickey's shot had been a bull's eye to tie the score.

He made it. The spectators cheered until they were out of breath. As this last shot tied the score, the match was decided according to the highest aggregate team score made at 500 yards. Georgia had made 501 at that range and the Columbias's 507, so the latter won the match.

Complaint was made that the Georgians took their defeat in an unsportsmanlike manner. In the last stage of the Hilton trophy match, when New Jersey piled up a big score, some of them declared that cheating was being done. Late Thursday night some of the Georgians examined the target used by the New Jersey team, and later they reported they had discovered grave discrepancies between the scores recorded and the hits indicated on the target.

Yesterday morning the target used was removed from the pits and an unofficial investigation will be made by General Spencer.

**LONG BRANCH FARE LOWER.** Ocean Trip On the Republic and Columbia Costs Only 50 Cents.

The big steamboats Republic and Columbia, which are running to the Iron Pier at Long Branch, making four trips a day from Pier 10, East River, leaving New York at 8:30 and 10:30 a. m. and 2:30 and 4:30 p. m., give a four hours' sail down and back, and leave Long Branch at 11 a. m., 1:30 and 7 p. m.

The announcement is made that the round fare has been reduced to 50 cents for week days and 75 cents on Sundays. The boats will run as long as possible. They will both be out for the Dewey Day parade, and the Columbia will be run by her own charter for the yacht races, the Republic being chartered by the New York Yacht Club.

**ORDER LEFT OVER BY ALGER.** It is for 100,000 Emergency Rations, and They're Not Needed Now.

Washington, Sept. 8.—Secretary of War Root is considering whether he shall order Colonel Weston, Acting Commissary General, to buy 100,000 emergency rations which had been ordered by General Alger, when Secretary of War, but are not needed now.

The New Jersey manufacturers of the emergency rations have asked the War Department authorities for the yacht races, the Republic being chartered by the New York Yacht Club.

**Horrible, Dismalizing Indignation Cases had temporary cure both with Johnson's Digestive Tablets.**